The Colonia and the Pilgrim made a short board inshore, toward the Highlands, and gathered at the rail.
held it for a while. The Jubilee and Vigilant There were many clung to each other tenaclously, keeping the starboard tack. The Colonia and Pilgrim came about, and then the Herreshoff keel came sweeping down on the Vigilant, passing within a few hundred feet to windward of her. The fear of being bianketed sent the Vigilant's multitudinous crew to the lee rails to weight her down so her sails might not shiver and spill the preclous wind. To the uninitiated it looked as if the Colonia were going to make short work of the bronze centreboarder.

The subsequent proceedings showed this view to be erroneous. To observers who were on a line with the Vigilant's keel after the weathered her, it was noticed that the Colonia began falling to leaward.

The Vigilant was at her old trick of carving her way into the wind. It could be readily seen that what the Colonia gained in footing the bronze racht more than made up in point-ing. Luff as she might, the Colonia could not

the Colonia and Pilgrim in weather work. Taurus, Cepheus, and the big propeller Al Foster. The Gen. Slocum's paddle-wheel toward the racers was nearly submerged under the weight of three tiers of enthusiasts who

There were many sailing yachts also, including the sloop Queen Mab, the schooner Alert, which was in tow, the sloops Eclipse and Concerd, and half a hundred little craft pro-pelled both by steam and sail. When the Vigilant was within a quarter of a mile of the finish this great fleet had gathered about the lightship and Commodore Morgan's steam yacht May. It was then plain to everybody that the Vigilant was a very easy winner. bounded in almost noiselessly, turning up from her convex bows twin wings of foam. She received a royal salute.

Seldom at the finish of a trial race has so much vapor been expended and so much powder burned to celebrate the achievement of the victorious yacht. Heard above the din of whistles and the booming of guns were the uncanny shricks of the steam sirens on the May and the Valiant.

It was not only vapor and gunpowder that gave greeting to the Vigilant, but the stentor-ian voices of a throng of folks with nautical keep the weather buige on the Vigilant. It inclinations. In response to the cheers that



ON THE HOMESTRETCH.

lee, somewhat to leeward, Gen. Paine showed the Colonia's skipper a down-East trick, which probably made him feel atrifle demoralized. He luffed up as if he were about to cross the bow of the Colonia. He did not. however. He merely took another grip on the wind, putting the Colonia several hundred yards on his lee quarter. The Colonia pointed higher, all her head sails a-tremble, and the General repeated his little performance, widening the windward gap between his own boat and the Colonia.

At this point in the race it looked as if the Pflgrim were not in it, but she was further to windward than the accompanying experts on the steamers suspected. The board which she had made toward the Jersey shore had helped her considerably. It looked when the wrestlers were within half a mile of the first mark that the Jubiles would turn a minute or so be fore the Vigilant.

The Jubilee's skipper evidently miscalculated the speed at which the bronze yacht was going for the mark. He went on the port tack. apparently thinking that he would be able to weather the Vigilant. He was mistaken. The Vigilant, still on the starboard tack, with the right of way, would have come into collision sued her course. She was forced to go about and make another tack to reach the mark. The Vigilant crossed her bow and tacked

ilant crossed her how and tacked he mark.

In the mark.

In the mark has been specified applause.

In the mark has been specified by the specified by Half a hundred whistles shricked applause. and the siren on the lofty, square-rigged Vanderbilt steam yacht Valiant walled weirdly. Just before wheeling around the mark the Vigilant's spinnaker pole poised for a moment. like the lance of a knight of old in a tournament, and then dropped. Twenty seconds later her enormous side sail beliled to the wind, and the splendid centreboarder bounded homeward before an eight-knot breeze. Tue Jubilee undoubtedly lost many seconds in her vain effort to weather the Vigilant just before she turned the mark.

yacht. Her spinnaker did not blossom out until forty seconds after she squared away for home. The talent on the Pigrim seemed to

between the Vigilant and the Jubilee.

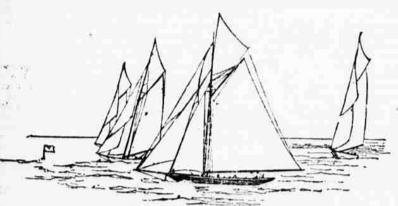
As the Colonia bore down on the Jubile with evident fervor as they waved their hats three times around their heads. The other yachts were not so noisily greeted. as some of the attending fleet started for home following the victor. That is a habit peculiar not only to steam craft

There were noticed on the Vigilant Mr. C. Oliver Iselin, W. Butler Duncan, O. H. P. Belmont, Herbert Lee, Newbury Thorn, and Ed Willard. Capt. Hauson and Capt. Terry took turns at the wheel, but during most of the race Nat Herreshoff was the helmsman. Hank Haff, assisted by Capt. Rhodes of the schooner Alaska, and Capt. Herry of the sloop Wasp. had charge of the Colonia. Archibald Rogers. one of her syndicate of owners, was aboard

On the Jubilee there were Gen. Paine, his son John B., for whom the yacht was built, Dr. John Bryant, George H. Richards, and H. Woods. The professional talent aboard was made up of Capt. John Barr, Capt. Charles Barr, and Capt. Newcome of the schooner Fortuna. Capt. Ed Shirlock was at the wheel of the Pitgrim, aboard which were George and Charles Adams, George Stuart, R. S. Palmer. and W. Abbott.

Gov. Russell of Massachusetts, with his wife,

saw the race from Mr. Benedict's white ateam vacht Onolda. He bowed in democratic fash ion to hosts of friends on yachts accompany-ing the racers. FOLLOWING THE BOATS OVER THE COURSE.



VIGILANT HAS THE RIGHT OF WAY

eventful. The rachts had all their light sails, beluding bulging balloon jibtopsails, drawing for all they were worth. There was an unusually large fleet of side-wheelers, propellers, and sailing craft leading, following, and accompanying the racers. Fortunately, all kept at such a distance that none of the yachts were bothered by a wash or swell. There is nothing exciting in a run before the wind. The silence aboard the yachts was almost oppressive.

All hands were gathered on the after decks.

acting as ballast to keep the head of the yachts well up. It was merely a question of holding on to all the canvas that could be set to advantage, and letting the wind do the rest, while the yachtsmen did the resting. Of course the helmsman had to keep a sharp eye on the surving canvas, and by sundry touches of the wheel hold the speeder well before the

There was also some trimming and easing of sheets and tautening of halyards, but the work required the services of very few men. and, for the most part, there seemed to be nothing at all going on aboard the slippery. phantom-suggestive racers. No one, prob-ably not even excepting those most interested aboard the yachts, could tell which flyer was making the best time toward the dark-drab Hightship. It was not difficult for even the slow steam craft in the fleet to get to the finish Has before the struggling giantesses.

A spiendil assembiage of pleasure and commercial craft was there. There were the Steam yachts Shearwater, Viking, Ibis, Senator, Valiant, Ituna, Onelda, Randa, Conqueror, Vamoose, White Ladye, Charlotte, Peiseen. Theresa and Stanger; the revenue cutter Grant, the side-wheelers Gen. Slocum. Cygnus.

be quite as good as that on the bronze boat. Her cloud-like spinnaker burst smokily forth twenty seconds after she was timed as turning. The Colonia, which was the last yacht around the red flag, gybed her beom to starboard and consumed much valuable time in setting her spinnaker to port. There seemed to be an impression aboard of her that the wind would shift and enable her great sail to do better work than those of the other rachts, which set to starboard. The event showed otherwise.

The run home was picturesque, but not eventful. The yachts had all their light sails, heliuding bulging bal, oon jibtopsails, drawing

This being accomplished, the Regatta Com-

way the wind held then, meant a beat, a reach, and a run of ten nautical miles each, or thirty knote in all.

This being accomplished, the Regatta Committee lost little time in sending the boats away, and at 11:20 A. M. the preparatory gun announced that the starting signal would be lired in ten minutes, while at the same time the tug Edgar F. Luckenbach, with Superintendent Niels Olsen on board, started out to log off the course.

All now commenced to work for a good windward position. There was not sea the conditions were supposed to favor the Vigilant and the Juillee, and all eves were on them as the New York and Boston fivers approached each other. It was 11:25 and the starting signal was due in five short minutes. The Juillee, Colonia, and Vigilant were all standings in toward the Jersey coast on the port task in the order named, while the Boston fin Pitgrim was trying to stem the cbb tide and weather the lightship on the starboard fack. Just here came some of the prettiest manucurring on the part of the cup defenders skippers ever seen in these parts, and in some ways it was the best start this year, even if the perfect of the properties of the starting gun the Jubilees wheel, is a past master in the art of pockoying, and the manner in which he jugged with the two New York boats at the start was worth going miles to see.

It all happened this way. About three minutes before the starting gun the Jubilee came about on the starboard fack and stood for the Jersey shore. The Colonia and stood for the Jersey shore. The Colonia followed her example a few seconds later, and pursued her toward the line. When about 200 yards away and a minute before the starting signal the Jubilee came about on the starboard fack and stood for the Jersey shore. The Colonia followed her example a few seconds later, and pursued her toward the line. When about 200 yards away and a minute before the starting signal the Jubilee came about on the starboard fack on the line weathering the Cogers keel boat into the wind. Finding he could n

into the wind preparatory to coming about on the starboard tack to stand for the line.

The pot-leaded Boston fiver came up on the Iselin craft unawares, and before Skipper Hansen knew where he was the Paine boat had her in Irons just as the starting signal sounded. Capt. Barrevidently though he had done enough harm for one day and, with a smile showing through his expansive whiskers, he put the Jubilee on the starboard tack again and started for the line.



VIGILANT ABOUT TO CROSS THE LINE-JUBILEE NEARLY FIVE MINUTES BEHIND.

NEARLY FIVE MINUTES BEHIND.

In the mean time the Pligrim had managed to weather the lightship, and for once she was the first away at 11:30:30, ust thirty-nine seconds after the gun, a quarter of a minute ahead of the Colonia, which crossed at 10:30:34. The Jubilee came next at 11:31:51, saving herself from a handicap by just nine seconds. The Vigilant, through her unfortunate encounter with the Jubilee, could not reach the line in time, and as a result was handicapped just thirteen seconds, her actual crossing time being 11:32:13, or one minute and thirty-four seconds after the Pligrim.

All luffed sharply as they passed the lightship, and for a moment it was hard to tell which was holding the better windward position. The Jubilee and Colonia both had intermediate jib topsails up, while the Vigilant and Pligrim sported what are known as bany jib topsails, the latter's being the smallest ever seen on a boat of her size.

In less than three minutes after the start, or at 11:33:20, the Colonia came about on the port tack and stood over loward the Jersey shore, the Fligrim following her example at 11:34:10, both weathering the Jubilee and Vigilant as they did so.

The vigilant and Jubilee, however, America's Cup Committee instructions to the contrary notwithstanding, kept right on in their course, and, at the risk of splitting tacks with the leaders, continued on the starboard tack, which later on proved to be the right one. The Colonia only took a short hitch in, and then came about again at 11:39:20. The Fligrim kept on, and, after crossing the logers boat's bow, she, too, came about on the starboard tack which later on windward of the lot.

All were now on the same tack, and the yachting sharps on the attendant steam craft had a chance to see what they were doing. The Jubilee seemed to be widening the gubetween the Vigilant some do be pointing the higher, while the larger jib topsail of the

The List sandwich.

The Diblies seemed to be widening the gar while things looked blue for the Tobin bronze liver.

However, the Vigilant seemed to be pointing the higher, while the larger jib topsail of the Jubiles seemed to drag her down to leeward a little. The Colonia, in the mean time, came up very fast to windward and seemed to be footing faster than any of them, although she was not beginning to point with either of the leeward boats.

The Pilgrim in the mean time was away off to windward in the best position of all, although to the casual observer she seemed to

luffed as she did twice before and not have tried to come about when she had no room. Do what she would, the Vigilant held her safe, and, while she might have prevented the Pil-grim from beating her round, she could hardly have sayed herself from being forced about

THE SUN, SUNDAY, SEPTEMBER 10, 1893.

have saved berself from being forced about eventually.

Still she might have hung on to her starboard tack a little longer, or until the Vigilant came about, which might have saved her a couple of minutes.

The shifting of the wind to the southward made this another close reach, and there was no alteration in sails except that the Pilgrim took in her intermediate his topsail and substituted a larger one, which was apparently set upside down, as it neither fitted nor drew. While the fin crowd were fooling with their head sails the other Boston boat picked up fast and soon passed the Pilgrim to windward, and for a time seemed to gain on the Vigilant.

The Tobin bronze boat, however, had a great move on her, and, with every sail drawing under the freshening breeze, she soon drew away again and rounded the second mark well in advance of the others, the Jubilee being second, the Pilgrim third, and the Colonia fourth. The two last-named boats had to pinch considerably to get around at all. The times at this mark were:

\*\*Remediag\*\* English Pilgrim is a large of the content of



All set spinnakers to port for the run home, with the exception of Colonia, which jibed as she rounded and set hers to starboard. The latter lost considerable time by this manoeuvre, and it is difficult to see what was gained by it. The crews of the Vigilant and Pigrim distinguished themselves by breaking out their spinnakers. 20 seconds after rounding, while the Jubilee's crew took 40 seconds, which is pretty fast work, to say the least.





be out of the hunt entirely. The Colonia kept drawing closer and closer to the Vigilant, and just as the Tobin bronze boat had commenced to gain on the Jubilee, Hank Haff passed her to windward and stole her wind.

Nat Herreshoff, who was steering the Vigilant, did not like this very much, and as soon as he had cleared himself from his keel production he gave a sharp luff up under the Jubilee's stern and took the windward position himself. By the time he got clear the Jubilee was a good half mile ahead, rushing along at a great clip, while the Colonia was a quarter of a mile away a little to leeward, and apparently closing up on the Jubilee.

Capt. Barr. In spite of his lead, soon found that the Faine boat could not point with the Herreshoff centreboard, and at 11:57 he caused every one to smile by getting in another of his smart tricks. He gave a sharp luff to the Jubilee, and shot her way out to windward. Every one thought he was coming about, but he immediately squared away again on the same tack, after making what is known as half a board.

A moment later he repeated the operation with almost similar resuits. The Vigiliant, however, did not need any such persuasion to keep her up to windward, and it looked for the first time as though she was gaining.

The Figrim, which was well to windward though astern, took in her haby jib topsail at 12:13 and immediately substituted a larger one in stops which she broke out at 12:10:30. At 12:30 the Jubilee was leading the Colonia by about a hundred yards, and was a good eighth of a mile to windward of everything but the fin keel, which was so far away that it was almost impossible to give her exact position. She was really about even with the University of the bouthward and at 12:40 was almost due to the to the southward and at 12:40 was almost due to the to the southward and at 12:40 was almost due

was almost impossible to give her exact position. She was really about even with the
Juillee.

The wind in the mean time had shifted more
to the southward and at 12:40 was almost due
south, which favored the beats not a little. A
moment or so later the red mark figs, surrounded by a swarm of tugs, steam rachts,
and excursion steamers, showed every one
that the yachts could now fetch it without altering their course, and it became a question
which would turn first.

The Jublice and Colonia were ahead, and it
seemed dollars to doughnuts that the Paine
boat would round first. The Vigilant and Piigrim, however, held the heat positions and
were coming up fast, the latter with slightly
eased sheets.

Nearer and nearer they came, and finally, at

eased sheets.

Nearer and nearer they came, and finally, at 1:00, the Jubilee came about on the port tack about an eighth of a mile to leeward of the mark. As she stood for it the Boston growd commenced to yell, as they felt certain she

Colonia 1:27:30. Vigilant, on the run in, beat Fligrim 2 minutes 19 seconds; Jubilee, 2 minutes 35 seconds; Colonia 4 minutes 22 seconds. Summary:

Vigilant heats Jubilee 4 minutes 32 seconds; Pilgrim, 8 minutes 9 seconds; Colonia, 12 minutes 24 seconds.

The official measurements and handicaps under which the race was sailed were announced by the Regatta Committee to be as

follows:	Regatta Comm	ttee to be
200000000	Racing	Time
Vigilant	mercarement.	all-warne
Colen a		14 100.
Jubilee	95.48	37 sec.
The next race	will be to-mor	

thirty-mile course, fifteen miles to leeward or windward and back, the same as Thursday's race.

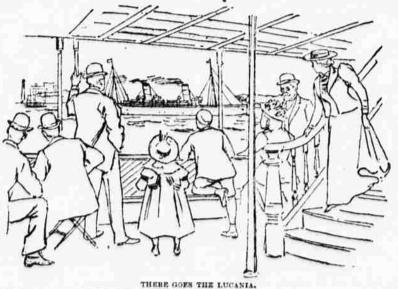
A SCARE ON THE TAURUS.

Narrow Escape of a Collision with the Tug E. F. Luckenbach.

There was hardly enough breeze to suit the enthusiastic yachtsmen resterday, but the guests of the New York Yacht Club, as they hastened to the fron steamboat Taurus, were well content that it was so. The memory of seasickness only two days before still gave a pang. Capt. J. V. S. Oddie, Secretary of the club, and Messrs. E. A. Houghton and F. M. Cronise were at Pier 1 at an early hour arranging everything for the comfort of the guests. There were no laggards to rush along the nier and scramble aboard the Taurus, just as the gangway was about to be pulled in there were before.

Many doubts were expressed by those in

the various groups about the pier as to whether the race was going to be a drifting affair or not. The breeze was very light, and the clouds overhead gave little or no indication of a blow. The elderly gentleman with the generous cost of tan on his cheeks was heartily greeted by a little knot of guests as he



would round first and they thought they have the race won.

They were mistaken, however, as it soon became apparent, and right merrily did Nat Herreshoff make Capt. Barr suffer for his morning's tactics. He not only forced the Jubilee about, but by doing so he let the despised Pilgirim come up and beat both the Jubilee and Colonia around.

The following figures show the rounding and elapsed times, and gains made by each boat on the reach to the first mark.

\*\*Remeding\*\* Emped Figitam's first.

8. 8. 8 1 34 28 1 38 30 1 38 34 1 89 56 Many persons thought the Jubilee lost the race here by attempting to try and weather the Vigilant, and they say she ought to have With nerves unstrong and heads that ache Wise women Brome Seiter take. - Ada.

would round first and they thought they had strutted through the doorway of the pier house. He said nothing about his cruise of the summer of '57, but as he neared the group he sang out:

"You people did not know so much about Then he chuckled gleefully. "Those cigars you sent me were very good. Have one? No? Well, is there any other wager you want to make? One man smiled feebly and said. "I tell you

what I'll do; let's bet that '57 yachting story against a supper. If I win, you promise not to tell the story. Is it a go?" The elderly man hesitated a moment as it loathe to give up his yarn. Then he said: "I don't see what there is to object to in that

story. It's a fact. You see we were sailing under double-reefed main— Here, wait a

The Testimonials We publish are not purchased, nor written up in our office, nor from our employees. They

I have suffered with neu-

Hood's Sarsaparilla na-done me a vast amount of good. I am 72 years of good health, which I attribute to eld and enjoy good health, which I attribute to Hood's Sarsaparlia."—Mrs. E. M. BURT, W. Kendall, N. Y. Be sure to get HOOD's.

Hood's Pills cure sick headache. 25c. minute; don't go. I'll take the bet," and they

slapped each other on the back, and crossel the gangway. boat as on Thursday. Perhaps this was due to a fear of the repetition of illness, with the

to a fear of the repetition of illness, with the consequence of voting the race to be a very seesick affair. The gangway of the Taurus was taken in exactly at 9:15 o'clock. She put in at Bay Ridge, and about a dezen persons got abourd. The Atlantic Yacht Club anchorage was crowded with boats, and the scene was much like a forest of baye trees swaying in a winter wind. Here and there, like the last tennelous leaf, the bluepeters of the yachts stoud out straight against the sky.

After the steamboat left lay Ridge it did not take the passengers long to secure camp chairs and settle themselves snugly for the run to the lightship. The opinions rate to the day's winners were many and diversified. It seemed to be the general opinion, however, that the race would be a wrifting match, which would be easily won by the Viginant. After the wind had toeshened a bit the Taurus gaveone or two slight rolls. The Indies abourd looked down at the green water and then at their escoris: but there was not enough motion to cause uncasines. When Scoland Lightship came in slight about 11:10 o'clock there was no happier a pacty in the world than that on the Taurus. The Vizilant, Colonia, Pikrim, and Jubilee were leisurely pet er ngabout, now gybing and then fluing and standing away. They all kept to the hortheast of the lightship. They looked very much alike, with the exception of the pot-leaded hull of the Jubilee. The Pilgrim had none of her head sails set, and this occasioned considerable comment, as the time for the firing of the preliminary gun aboard the flagship May was drawing near. The ladies on the forward deck of the Taurus plied the men about the yachts with questions.

Why does she not put up that white front mast' bowspirt. I believe you call it?

One caught sight of the club of the Vigilant's topsail and exclaimed:

Why, look! Her mast has split has it not??

The award as the things." consequence of voting the race to be a very

"Why, look! Her mast has split, has it not?"

Then her escort whispered something in an und rtone and she replied:

"Well, a woman is not expected to know all about such things."

All the ladies were massed forward under the lee of the pilot house, Capt. Oddie spent most of his time in the wheel house, directing the course of the steam boat in order to gain the best position. Mrs. J. V. S. Oddie, her daughter, Mrs. J. Fisher Banks, and sons, J. V. S. Oddie, Jr., and Harold Oddie, were interested spectators of the preliminaries. Sitting near by were the Misses Welling, Julian Potter, Alexander Taylor, Dunean Cameron, Sir Roderick Cameron. Col. Daniel Appleton, Mr. and Mrs. Edward Lauterbach. Mrs. Phillips of New Orleans, Mrs. Hopkins of at-kill, Mr. and Mrs. A. Peabody, Mr. and Mrs. F. A. Peabody, Mr. and Mrs. Y. Martinez, Mr. and Mrs. R. H. Houston, and Mr. and Mrs. R. A. Peabody, Mr. and Mrs. W. P. Douglass, Near the starboard paddile-box and leaning gracefully against the rall was J. Langdon Erving. He appeared to be thoroughly enjoying himself and frequently gazed down upon the heaving bosom of the deep, without ones blushing. On the lower deck, puffing a cigar, stood William H. Crane, the actor, To a select coterie of friends he laughed and chattered, gestleulating newland then with his most expressive long foreinger.

"I must get all the enjoyment out of this I can," he said. "It will be the last taste of salt water I will get for many a day. I love the sea, and regret that I am going so far inland, so that the only bit of it I will receive will be in sait codifish; and I cannot say I like the substitute."

When the red ball was holsted to the stay of the flagship May and the yachts crossed the line for thair this tent.

substitute."

When the red ball was hoisted to the stay of the flagship May and the yachts crossed the line for their thirty mile battle, a murmur of regret swept over the Taurus because the Vigilant had been so late starting.

"That's all right." said several of the yachtsmen. "she'll make, it up; have no fear." In spite of that, however, there was some fear. A young lady in a dark veil remarked petulantly:

antly:
"If I were the Captain of the Vigilant I would not start. I'd make the other three boats come back, so the start would be equal. It's a crying shame. I hope the others break or get something the matter with them. They deserve it."

The run of the Taurus to the first red flag

boots come back, and the start would be sound to be start of the Taurus to the fature with them. They directly the theory of the

petizing, restora-

bring back health and vigor. For pale, puny, scrotulous children, is does wonders. It builds up both their fiesh and their strength, thoroughly purifies the blood, and makes effective every natural means of cleansing, repairing, and nourishing the system.

It starts the torpid lives into healthy action and prometes all the bedily functions.

For the most stubborn Scrotulous, Skin, and Scalp Diseases, Dyspepsia, Billouenes, and kindred sliments, the "Discovery" is the only remedy that's guaranteed. If it doesn't benefit or our, you have your money had.

sudden cloud of steam from the deck house of the tug, and she bore over upon the Taurus. A collision seemed to be imminent, but by promour employees. They it that

HOOD'S CURES

"For over twenty years I have suffered with neuralized and the word only about three feet between the Taurus were only about three feet between the Taurus were much excited for a few minutes, and dyspepsia. Many times I could not turn in bed. Hood's Sarsaparilla has done me a vast amount of good. I am 72 years earlt, which I attribute to "—Mrs. E. M. BURT. W. Butter of the steamhost. The whits-thoused saliors lined along the deek and received and answered the heart: cheers from the passengers of the steamhost. The Taurus touched for a moment at Eay Hidgs and then immed her how homeward, reaching First 1 at about 5:30 o'clock. Among those aboard the Taurus were along the deek and the rails were a month of the back and crossel so many ladies about the lay. Perhaps this was due office of illness, with the lay the back and crossel william kent, John Meriewan, C. Minton A. M. I shoone, E. S. Chapin, John D. Ewell, James W. Haward, A. W. S. Cheman, F. J. F. Brooke, R. S. Chapin, John D. Ewell, James were and about a dozen porsons limite Yacht Club anchor, the back, and the seene great of bare frees swaying Here and there, like the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seen the right against the sky, and left lay Ridge it did not slong to seem the seem plants. The ROWD ON THE CYGNUS.

THE CROWD ON THE CYGNUS.

Merry and Enthusiastic, with Sandwiches

and Hard Ergs at a Premum. The entrance to the Iron Steamboat Company's pier on North River presented an ani-mated appearance yesterday between 3 and 9:30 o'clock, as the crowds of merry-hearted men andwomen, who were oil for the day to witness the second trial race between the America Cup defenders, came down to embark on one of the two boats which were to accompany the yachts. It was the beginning of what promised to be a perfect day. The yachtsmen and yachting cranks were on hand in large numbers, and the air was filled with technical phrases that were both interesting and mystifying to the uninitiated. The company's doors and ticket offices of the pier were opened long before the expected rush began, and as

tion.

Too many people this year have not benefited by the limited variation they have taken. They are not in a good condition as they should be. Have you ever tried to settle down to work or to the cares and worry of housekeeping after you have been away for a little trip? Then you know how hard it is to bear the strain it brings upon one. You have had a quiet and casy life at the seashore or in the mountains, and you are suddenly called men to resume the nerve-racking life of keeping house or the cares of business. Such a strain as this, coming uron one suddenly, is liable to shake the nerves and perhaps impair the life for another coming year. Any sensible man or woman will not attempt to meet this strain single handed. Assistance, and that of the right sort will be needed and must be secured. Nothing temporary or stimulating, but something scientific, something that furnishes a lood for the nerves and brain. There is nothing known to modern science which so certainly does this very thing as the great modern discovery made by Prof. Fleips, Paine's celery compound. If you doubt this, sake any well-informed scientist, chemist, or possibly some of your own friends. They will the life you doubt this great compound and the fine effects it has upon overstrained men and women and those who need just the assistance which makes the duties of life so much casier.

There are but few residences in New York city where this compound is not used regularly and especially at this time of the year, when people, even though they may have been helped by their vacation, still need assistance to pick up the thread of work again. If you desire to keep nace with the march of events and progress, if you desire to keep your health and strains of life, you will do as many thousands are doing and avail yourself of this grand discovery.— Lor. fast as they came were allowed on the steamer. A marked difference in the general style and English tourists, who had apparently come to America for the purpose of witnessing the coming international race, were conversing on board of the Cygnus. The Vigitant was almost up to the buey, when one of the party said:

"This would be a glorious day for the cup race, wouldn't it?"

Yes, indeed, "answered the only lady in the group. Don't you wish it was? Of course the Valkyrie would be in the Vigitant's place."

They all agreed with her.

As the Cygnus reached the second stake, and almost everybody was over on the port side to watch the boat go around, quite a number of men climbed upon the paddle box. The steamer had a full head of steam turned on and was going shead rapidly in order to make a good swing and come down with the racers. The consequence was that the paddle on the port side churned up a quantity of water on account of being buried so deeply. The men on the lox were surprised to feel the water coming through between the boards, but did not get off quickly enough to escape a thorough denching.

The run home of the racers was a pretty sight. The wing had abated somewhat, and because the sails did not draw as well as when beating to windward many of those on board thought the boats were not being handled properly. The ladies could not be made to believe that the Vigitant was ahead during the windward work. This was a remark of one: "It's a perfect shame that a boat away back there should be able to beat a boat that has sailed so much faster: I don't unlerstant it at all." Indeed, many of the men did not understand it, either, as was shown by their wild guesses.

At the flight he passengers of all the exercision boats went wild with enthusiasm, and appearance of those who intended to view the race was quite noticeable. There were three distinct classes. The first was the regulation yachting set, who, as friends and invited guests of the New York Y.,C., went aboard the Taurus at once. Then of course there were the vachting people from this and other cities who were not on the invitation lists of the club, and they made up the majority of those aboard the Cygnus. The second class was made up of people from the fural districts, who, having heard of the coming international yacht race and being ardent patriots, were determined to witness the struggle to choose a boat to meet the Valkyrie.

Although the price for the trip to view the races was \$1, many persons who did not look as if they could afford to pay that amount went along. One man, who hal a wife and three children with him, said at the ticket office: "Give me five tickets for this here race. three half fares and two full fares."

"We have no half fares." said the man in the ticket office.

"Well. I'll take the four full fares," replied the excursionist, and he hald \$2 down in front of the ticket seller. "I suppose they cost 35 or forty cents apiece." he continued, "but I can stand it to see a good race."

"The fare is \$1," answered the ticket seller. "What, \$1! Why, I can go down to Coney

"The fare is \$1." answered the ticket seller.

"What, \$1! Why, I can go down to Coney Island and back for half of that."

He got no chance to argue further, as the crowd was pushing and growing impatient, so he took his money back and with his family went sadly away. There were many more such cases, and in most instances the disappointed pleasure seekers only regretted that they did not have the price to go. When the ticket seller told them that their half dollars and quarters would not do they invariably referred to Coney Island.

By 19:30 oclock, the hour of starting, the decks of the Cygnus were well filled, but mon kept coming so fast that it was deemed advisable to wait a few minutes longer for the stragglers. It was well that the Captain was not so particular about getting away, for at exactly 19:42 o'clock a bevy of thirty or forty pretty girls dressed in bright blue yachting costumes came running down the pier, followed by a kindly looking old lady, who sank into a chair thoroughly exhausted upon reaching the cabin of the steamer.

"I have run almost all the way from the horse car, and all the way down this dock," she declared. "and I will never do such a thing again for a yacht race, or any other kind of a race."

About fifteen minutes be'ore the Cygnus left.

trast were the black hulls of a half dozen grew until the beach was covered between the homes of the rival clubs. At the first news of

ward-bound steamers, excursion boats, yachts and tugs, and in this moving throng were the racing shells of the club, yellow canoes, built for two, and firing launches racing to welcome the winner. came the Colonia in the tow of a tug. She swing around in front of the beach just as the Vigilant crossed the pier and came to anchor-

liner to the thirty-foot sloop-ringed center-boarder.

When the first stake was reached it was thought by every one that the Jubilee would round first, and aitheuzh aimoet all were in sympathy with the Vigilant, yet the Jubilee had many admirers, and when she failed to make the busy and had to luff to give the Vigilant right of way, many expressions of s-frow were heard.

When the racers were nearing the second stake, with the Vigilant in the lead, a party of

WELL-MADE, RELIABLE FURS. made to order in the latest styles. Alterations and repair work promptly executed. Satisfaction guaranced in the state of Fur's appearance of the state of the st BACK FROM A VACATION.

THEY ARE COMING BY CAR LOADS AND BY BOAT LOADS. How the People Look-A Beneription of

the Dangers Which Threaten Men and Wamen Who Try to Begin Their Dutten

The remark was made by a New York gentle-

man as he watched the swarm of people coming from a long train which had just ar-rived at the Grand Central Station. He re-

ferred to the army of persons who had been

out of the city for at least a portion of the

summer, and who were returning to their

homes. Most of them were brown; some of them looked strong and healthy, but there was

a painful lack of that energy which one expects

in a person who has just had rest and recrea-

Too many people this year have not benefited

stand it, either, as was shown by their wlid guesses.

At the finish the passengers of all the excursion boats went wild with enthusiasm, and cheered to the accompaniment of the boats whistles. On coming home the Gen. Slocum and Cygnus were alongside the Vigilant, and cheer followed cheer for the spientid yacht. Those on board of the Gen. Slocum were particularly enthusiastic. When the Cygnus reached her dock only three cases of seasickness were reported.

During the trip back to the city Mr. Vanderbitts Valiant was crowded out of the deep channel by the Gen. Slocum and the Cygnus. Her commander, when realizing his position, became france. He pulled at his whistle and shook his fist at the Cantains of the two excursion boats. The latter got out of his way sook, however.

AT ANCHOR AFTER THE RACE.

"It Was a Square, Honest Contest," Said Gen, Paint, "and We Were Pairly Beaten,"

The waters of Bay Ridge-the resting place

of the racers-wore a gala-day dress. A half

mile from the beach were clustered fourteen

canvas-rigged yachts, all decked with flags

and colored awnings, while in pleasing con-

resque. The members of the Nautilus and Varuna boat clubs were out for a day's sport, and, while awaiting results from below. amused an audience of pretty girls with a

As the hour for news approached the growd

the Vigilant's victory a great shout went up, and several salutes were fired. In the mean-

while, the waters were covered with home-

In the wake of Mr. Vanderbilt's Valiant first

age near by. Then the Jubilee followed close,

and under an easy breeze anchored so near that all the rivais were within a stone's throw

of one another.

The Colonia and Jubilee passed with little

comment, but the Vigilant was royally re-

ceived. Launches carrying members of the

yacht clubs squirmed about her, and they

gave way to canoes filled with guests of the

series of single and double shell races.

The beach was quite as pictu-

After Returning.

"Here they come."

DR. H. TRESKOW

yacht clubs squirmed about her, and they gave way to canoes filled with guests of the clubs. Whistles sounded and saiutes were fired to greet the victor. The enthusiasm was found wholly with the crowd and the Vigilant's crew; there were few signs of cheerfulness on the Colonia and Jubilea.

Capt. Haff appeared glum and dissatisfied. Commodore Bogers had little to say, and when The Sun reporter climbed over the rail the discussion had evidently been finished by the Colonia's guests, who were John E. Brooks, owner of the Lasca and part owner of the Colonia's Capt. Rhodes of the Lasca, and Capt. Berry of the Wash.

"I don't know that there is much to say," said Capt Haff, as he pulled his grizzied beard and looked at the sky. "We came in as the stern boat. We might have done better if we had not started out so fast. With a better breeze we would have been right in it. I have no fault to find, but I think the courses should have been more to the southward. However, everything was fair enough. We were out of luck to-day and couldn't go fast enough. We had no accidents, and no trouble at all in handling the yacht."

Commodore Rogers said that everything was fair enough beaten. All we want is more wind, and if we can't get that, then we square, hienest race." he said. "and the Jubilee was fairly beaten. All we want is more wind, and if we can't get that, then we will rive it up. The Jubilee was as free from accidents as the Colonia. There were no delays, and the yacht was worked as easily as could be wished for.

The Vigilant was handled by a crew of sixty-three men, including a list of crack yachtemen. Among them and the guests, though all worked, were Nat Herreshoff. Ed Williard, Herreshoff and that the conduct of the Vigilant was very satisfactory. The vachtsmen on board felt particularly good over a congratulatory shout from Commodore lingers as the Colonia to her anchorage.

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